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operator will then lock the device in this position using the lock mechanism 32 such that the brake pedal 50 cannot be depressed, thereby disabling the operation of the vehicle.

In the Claims:

Please amend claims 1, 4-6, 9, 10, 11, 13 as follows:

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1. (Amended) A device for locking [the] a control pedal and control pedal shaft of a vehicle, [and preventing the theft of] said [vehicle] device comprising:

a base member for a placement on [the] a floorboard of the vehicle beneath [a] the control pedal and control pedal shaft;

a U-shaped housing extending downward and having a first arm attached to [the] said base and having a second shorter arm defining a gap for receipt of the control pedal shaft, said [space] gap between [the] said first and second arms defining a slot for receiving the control pedal shaft and permitting [its] full extension of the control pedal shaft upward through said slot; and

a locking mechanism associated with [the] said first arm for locking [the] an underside of the pedal shaft within [the] said slot such that the control pedal shaft cannot be depressed.

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4. (Amended) The device of claim 1 wherein said control pedal is a brake pedal.

5. (Amended) The device of claim 1 wherein said control pedal is a clutch pedal.

6. (Amended) A device for locking [the] a brake or clutch pedal and a brake or clutch pedal shaft of a vehicle, [and preventing the theft of] said [vehicle] device comprising:

a base member for a placement on [the] a floorboard of [a] the vehicle beneath [a] the brake or clutch pedal and [a] the brake or clutch pedal shaft;

a metallic U-shaped housing extending downward and having a first arm attached to [the] said base and having a second shorter arm defining an opening for receiving [of] the brake or clutch pedal shaft, said [space] opening between [the] said first and second arms defining a slot for receiving the brake or clutch pedal shaft and permitting [the] full extension of the brake or clutch pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening therethrough;

a rod extending through said cylindrical opening and being slidable [therewith] therein, said rod having a pin which catches [the] an underside of [said] the brake or clutch pedal shaft within [the] said slot and pulls [it] the brake or clutch pedal shaft upward in a decompressed position; and

a locking mechanism for locking [the position of the] said rod and pin with respect to said housing such that the brake or clutch pedal cannot be depressed.

9. (Amended) A device for locking [the brake] a control pedal and [brake] control pedal shaft of a vehicle, [and preventing the theft of] said [vehicle] device comprising:

a base member having studs for a placement on [the] a floorboard of [a] the

vehicle beneath [a brake] the control pedal and control pedal shaft;

a [stainless steel] U-shaped housing extending downward and having a first arm attached to [the] said base and having a second shorter arm defining an opening for receiving [of a brake] the control pedal shaft, said [space] opening between [the] said first and second arms defining a slot for receiving the [brake] control pedal shaft and permitting [its] full extension of the control pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening extending therethrough [and collinearly with said slot];

a serrated rod extending through said cylindrical opening and being slidable therein [therewith], said rod having a pin at a first end for catching [the] an underside of [said brake] the control pedal shaft within [the] said slot and a handle at a second end for pulling the control pedal shaft upward in a decompressed position; and

a locking mechanism adapted to lock [the] said serrated rod and pin [in position] with respect to said housing such that the [brake] control pedal cannot be depressed.

10. (Amended) The device of claim 9 further comprising extension means for facilitating the compression of [the] said device by the foot of an operator[s] against the floorboard of [a] the vehicle.

11. (Amended) The device of claim 9 further comprising studs for securing [the] said base against the floorboard of [a] the vehicle.

13. (Amended) A device for locking [the brake] a control pedal and control pedal

shaft of a vehicle, [and preventing the theft of] said [vehicle] device comprising:

a base member for a placement on [the] a floorboard of [a] the vehicle beneath [a] the control pedal and control pedal shaft;

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a [stainless steel] U-shaped housing extending downward and having a first arm attached to [the] said base and having a second shorter arm defining an opening for receiving [a brake] the control pedal shaft, said [space] opening between [the] said first and second arms defining a slot for receiving the [brake] control pedal shaft and permitting [the] full extension of the [brake] control pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening extending therethrough [and collinearly with said slot], said base and said second shorter arm[s] further having matable beveled surfaces to facilitate [the ease of] easier positioning of [said brake] the control pedal in said opening;

a serrated rod extending through said cylindrical opening and being slidable [therewith] therein, said rod having a pin at a first end for catching [the] an underside of [said brake] the control pedal shaft within [the] said slot and a handle at a second end for pulling [said brake] the control pedal shaft upward in a decompressed position; and

a key activated locking mechanism adapted to lock [the] said serrated rod [for] and pin [in position] with respect to said housing such that the that the [brake] control pedal cannot be depressed.

Please add claims 14-35 as follows:

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14. A device for locking a control pedal of a vehicle, the pedal being

supported by a pedal shaft, the device comprising:

a base, including a first elongated member and a second elongated member, the second elongated member being secured to and extending outwardly from a lateral side of the first elongated member at a predetermined angle, the base for placement on a floor of the vehicle beneath the pedal and the pedal shaft;

a housing extending from one of the first and second elongated members;

a rod slidably disposed on said housing, said rod having a first end which engages the underside of said control pedal shaft and a second end for pulling the rod and the pedal shaft upward in a decompressed position; and

a locking mechanism positioned on the housing which locks the rod with respect to the housing to retain the pedal shaft in the decompressed position such that the pedal cannot be operably depressed.

15. The device as recited in claim 14 wherein the predetermined angle is 90°.

16. The device as recited in claim 14 wherein the second member is secured to the lateral side of the first member, approximately midway along the length of the first member.

17. The device as recited in claim 14 wherein the second leg is secured to the first elongated member at a location such that the slot is aligned with the second elongated member.

18. The device as recited in claim 14 wherein the first elongated member includes an upper surface to which the second leg is secured and an opposite lower surface, the lower surface including at least one outwardly extending member to facilitate retention of the base on the vehicle floor.

19. The device as recited in claim 18 wherein the outwardly extending member comprises a cleat.

20. The device as recited in claim 18 wherein the outwardly extending member comprises a stud.

21. The device as recited in claim 18 wherein the first elongated member includes a first cleat on the lower surface proximate to a first end thereof and second cleat on the lower surface proximate to a second end thereof.

22. The device as recited in claim 21 wherein the second elongated member includes an upper surface and a lower surface, the lower surface of the second elongated member including a stud thereon.

23. The device as recited in claim 22 wherein the stud is located on the lower surface of the second elongated member proximate to a distal end thereof.

24. A device for locking a control pedal of a vehicle, the pedal being

supported by a pedal shaft, the device comprising:

a base for placement on the floor of a vehicle beneath the pedal and the pedal shaft, the base having a lower surface for engaging the vehicle floor, the lower surface including at least one outwardly extending member to facilitate retention of the base on the vehicle floor;

a housing extending from the base;

a rod slidably disposed on said housing, said rod having a first end which engages the underside of said control pedal shaft and a second end for pulling the rod and the pedal shaft upward in a decompressed position; and

a locking mechanism positioned on the housing which locks the rod with respect to the housing to retain the pedal shaft in the decompressed position such that the pedal cannot be operably depressed.

25. The device as recited in claim 24 wherein the outwardly extending member comprises a cleat.

26. The device as recited in claim 24 wherein the outwardly extending member comprises a stud.

27. The device as recited in claim 24 wherein the base includes first and second ends and first and second lateral sides, the lower surface of the base including a first cleat proximate to the first lateral side near the first end, a second cleat proximate to the first lateral side near a second end and a stud proximate to the second lateral side.

28. The device as recited in claim 27 wherein the stud is located midway between the first and second ends of the base.

29. A device for locking a control pedal of a vehicle, the pedal being supported by a pedal shaft, the device comprising:

a base for placement on a floor of the vehicle beneath the pedal and the pedal shaft;

a housing extending from the base and including a member for enabling a user to press the device toward the vehicle floor to facilitate installation of the device; and

a rod slidably disposed on said housing, said rod having a first end which engages the underside of said control pedal shaft and a second end for pulling the rod and the pedal shaft upward in a decompressed position; and

a locking mechanism positioned on the housing which locks the rod with respect to the housing to retain the pedal shaft in the decompressed position such that the pedal cannot be operably depressed.

30. The device as recited in claim 29 wherein the member for enabling a user to press the device toward the vehicle floor comprises a portion of a cross member which extends generally perpendicularly from the housing.

31. The device as recited in claim 29 wherein the member for enabling a user to press the device toward the vehicle floor is of a size suitable for receiving the foot of a

user to facilitate pressing the device toward the vehicle floor for engagement of the locking mechanism.

32. A device for locking a control pedal of a vehicle, the pedal being supported by a pedal shaft, the device comprising:

a base for placement on a floor of the vehicle beneath the pedal and the pedal shaft;

a housing extending from the base;

a rod slidably disposed on said housing, said rod having a first end which engages the underside of said control pedal shaft and a second end for pulling the rod and the pedal shaft upward in a decompressed position; and

a locking mechanism positioned on the housing which locks the rod with respect to the housing to retain the pedal shaft in the decompressed position such that the pedal cannot be operably depressed.

33. A device for locking a control pedal of a vehicle, the pedal being supported by a pedal shaft, the device comprising:

a base for placement on a floor of the vehicle beneath the pedal and the pedal shaft;

a housing extending from the base; and

a locking mechanism comprising a rod having a locking pin on one end, the rod being slidably disposed in an opening in the housing between a first position wherein the pedal may be depressed and a second, locked position wherein the locking pin is in

engagement with a lower side of the pedal shaft for locking the pedal shaft with respect to the housing such that the pedal cannot be operably depressed, the rod having a handle on the other end, the handle having a dimension which is greater than a dimension of the opening in the housing to limit movement of the rod with respect to the housing when the rod is moved to the first position.

34. A device for locking a control pedal of a vehicle, the pedal being supported by a pedal shaft, the device comprising:

a base for placement on a floor of the vehicle beneath the pedal and the pedal shaft;

a housing extending from the base;

a rod slidably disposed on said housing and including a serrated portion, said rod having a first end which engages the underside of said control pedal shaft and a second end for pulling the rod and the pedal shaft upward in a decompressed position; and

a locking mechanism positioned on the housing which locks the rod with respect to the housing to retain the pedal shaft in the decompressed position such that the pedal cannot be operably depressed, the locking mechanism including a lock located on the housing and being in engagement with the serrated portion of the rod for locking the rod in at least the second position.

35. A device for locking a control pedal of a vehicle, the pedal being supported by a pedal shaft, the device comprising:

a base for placement on a floor of the vehicle beneath the pedal and the pedal

shaft;

a housing extending from the base; and

a rod slidably disposed on said housing, said rod having a first end which engages the underside of said control pedal shaft and a second end for pulling the rod and the pedal shaft upward in a decompressed position; and

a locking mechanism positioned on the housing which locks the rod with respect to the housing to retain the pedal shaft in the decompressed position such that the pedal cannot be operably depressed, one of said housing and rod defining two generally parallel members positioned on opposite sides of the pedal shaft when the first end of the rod engages the underside of the pedal shaft.

In the Drawings:

A proposed Drawing Amendment is enclosed showing proposed changes to Figures 1, 3 and 4-6 in red ink. Specifically, it is proposed that element numeral --14-- be added to Figs. 1, 3 and 4; that element numeral --50-- be added to Fig. 4 and that element numerals --22-- and --16-- be added and "13" be removed from Fig. 5. In addition, it is proposed that the cross section line 6-6 be removed from Fig. 5 and that Fig. 6 be modified to clarify that it is a right side elevational view.

REMARKS

Claims 1-35 are pending in the present application, with claims 1, 6, 9, 13, 14, 24, 29, and 32-35 being independent, and claims 14-35 being new. Claims 1, 4-6, 9-11 and 13 have been amended to correct antecedent basis errors. Claims 1, 4 and 5 have been